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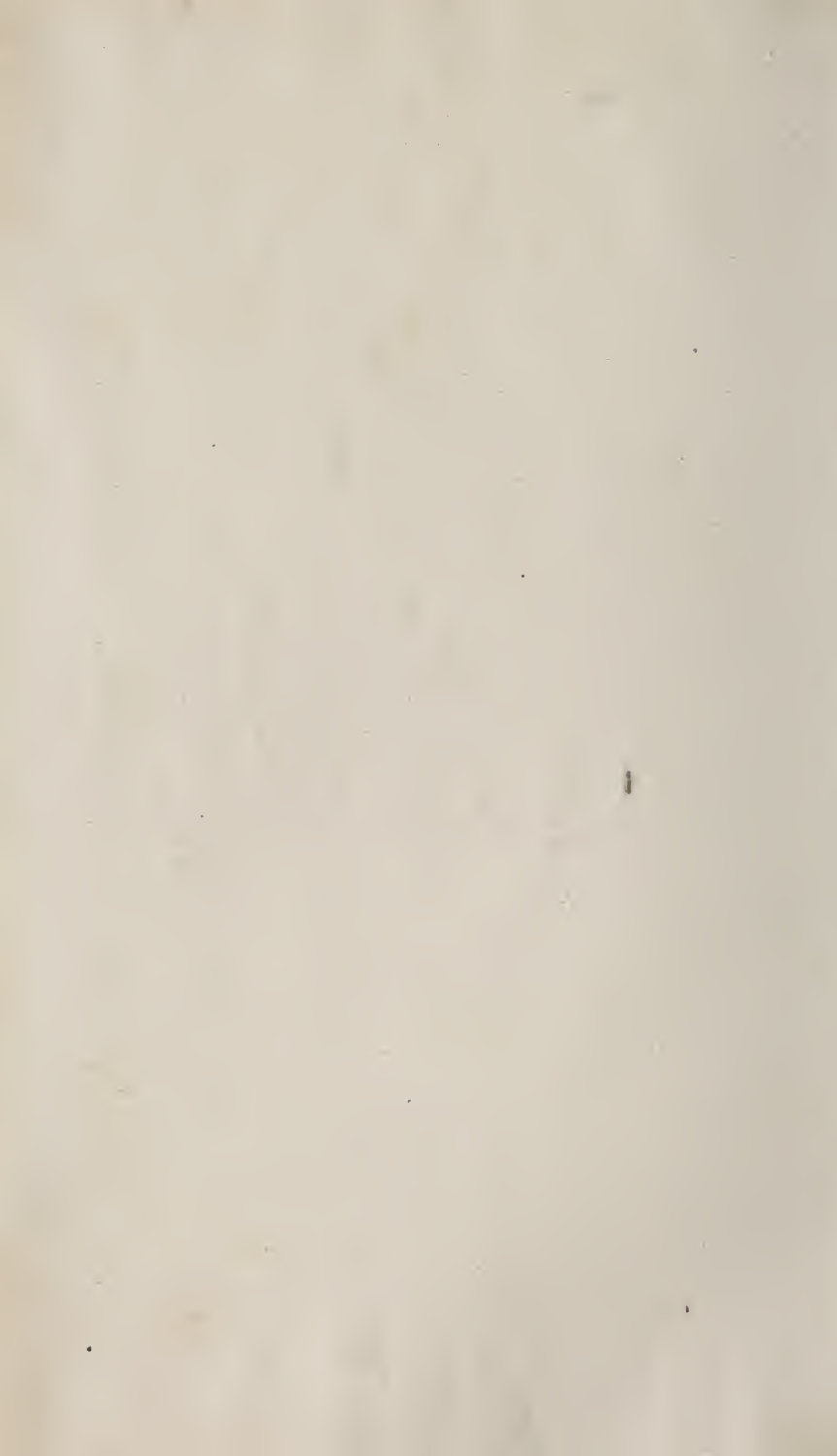
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[No. 1.]

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LATE FROM LIBERIA.

CAPTURE OF ANOTHER NEW YORK SLAVER.—SEVEN HUNDRED  
AFRICANS ON BOARD.—NEARLY FOUR THOUSAND RECAPTURED  
AFRICANS LANDED IN LIBERIA WITHIN THREE MONTHS.

*Government House, Monrovia, October 18, 1860.*

DEAR SIR:—Having written you so very frequently and lengthily within the last two months, almost supercedes the necessity of a line from me by this opportunity. This goes by the bark *Cora*, of New York, which anchored in our harbor on the 14th, with about *seven hundred* recaptives on board, a prize to the flag-ship *Constellation*. I learn another may be expected daily.

I need not comment, as I have written you previously fully on this matter. For humanity's sake, relieve us! and the poor unfortunate creatures cast among us, as soon as possible! We feel much interest in all those people, and hope the Society will, as suggested by me under date of 25th August, enable us to do our duty to them.

Our public affairs as yet are moving on tolerably quiet. We have had very abundant crops this season, and the trade has been unusually large, as full statistics that will be issued in December, will show.

I am confidently hoping to hear from the Society through you in December.

Yours, very respectfully,

STEPHEN A. BENSON.

Rev. R. R. GURLEY, *Cor. Sec. A. C. S.*

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*Monrovia, October 17, 1860.*

MY DEAR SIR:—I wrote to you very fully by Dr. Young, and have now the startling announcement to make, that the bark *Cora* came into this port on Sunday evening last, the 14th, with six hundred and ninety-four recaptured Africans, a prize to our flag-ship

*Constellation*. Thus, since the 21st of August, no less than *two thousand one hundred and seventy-seven* Congoes have been thrown on my care, besides those by your three ships.

I am very much perplexed to find cloth with which to clothe these naked savages, and money to cash my drafts for their support. I have exhausted every thing in the place, and not two-thirds are supplied.

I shall write to you fully by the *Mendi*, to sail the last of this month. \* \* \*

Very respectfully yours,

Rev. W. McLAIN,  
F. Sec. A. C. S.

JOHN SEYS,  
U. S. Agent Lib. Africans.

The *Boston Daily Advertiser* contains the following letter on the subject of this capture:

*U. S. Ship Constellation, St. Paul de Loando, Sept. 30.*

We arrived here this afternoon, after a cruise of twenty-two days' duration off the coast, during which we have visited all the slave ports of importance from this place as far to the northward as Loango. Nothing very remarkable occurred until the evening of the 25th, being about eighty miles from the coast and to the southward of the Congo river, when a sail was discovered about five miles to the windward, steering northwest. We made all sail, and after three and a half hours' chase succeeded in overhauling her, firing four thirty-two pound shot before she hove to. She proved to be the bark *Cora*, of New York, one day out from the coast, and having on board 705 slaves. Sailing master Eastman, with an armed crew of fifteen men, was immediately sent on board and took charge of her as a prize. Her officers and crew, amounting to twenty-eight persons, were transferred to this ship, and with the exception of her first, second, and third mates, who were sent to the United States in her as prisoners, were brought to this port. During the chase she made every exertion to escape, showing no lights, and throwing overboard her boats, hatches, spare spars, and in fact, clearing her spar deck of everything moveable to lighten the vessel. She had on board a Spanish and an American crew. An individual giving the name of Lorretto Rinz (supposed to be fictitious) was found on board, and stated that he was master of the vessel. His real name is supposed to be Latham, by whom the vessel was cleared at New York. Six of the Spanish crew were sent in her to take charge of the slaves until she arrives at Monrovia, where they with the slaves will be landed, and the latter delivered to the United States agent for liberated Africans, after which the vessel is to proceed to Norfolk. Master T. H. Eastman, Midshipman W. B. Hall, and a crew of fourteen men, were sent to the United States in charge of the prize. No colors or papers were found on board. She is a fine bark, newly coppered, of about 450 tons and about eight years in service, and was formerly owned by Gov. Morgan, of New York. She is also a very fast sailer, and it is doubtful whether she would have been captured had any other vessel of the



squadron been in pursuit of her. To increase the vigilance of the men stationed at the "lookouts," Captain Nicholas offered a reward of \$50 to be paid to the person first sighting a vessel with slaves on board; and after the capture of the *Cora*, paid the above amount to one of our seamen. Since her capture the reward has been raised to \$120, the ward-room officers giving fifty and the steerage twenty. Hereafter slavers had better give the *Constellation* a wide berth.

Corporal James Edwards, United States marines, died on board, of disease of the heart, on the 28th, and was buried on the following day.

The steamer *Mystic*, Lieutenant Leroy, is in port, while all the other vessels of the squadron are cruising along the coast.

Commander S. W. Godon has been reinstated to the command of the steamer *Mohican*. The bark *Ann and Mary* is to sail to-morrow morning for Salem, and will take our mail.

October 1.—The storeship *Relief* arrived this morning, from Boston, bringing a large mail for the squadron, including files of the *Daily Advertiser*.

Within the last six weeks 2,221 recaptured Africans have been sent to Monrovia, having been captured on board the following vessels, by our present African squadron, viz: The ship *Erie*, of New York, captured by the steamer *Mohican*, Commander S. W. Godon, on the 8th of August, with 897 slaves on board. The brig *Storm King*, also captured on the 8th of August, by the steamer *San Jacinto*, Captain T. A. Dornin, and having on board 619 slaves; and the bark *Cora*, captured by the flag-ship *Constellation*, Captain Jno. S. Nicholas, in the vicinity of Manque Grande, with 705 slaves. The last named was amply fitted out for a long voyage, and in her cabin was found every luxury suitable for a tropical climate, consisting of the choicest wines, preserved meats, fruits, &c., &c. \* \* \* \* \*

The *Cora*, here reported as having been seized with a fresh cargo of slaves on board, was recorded as follows in the list of slavers published in the *Evening Post* of July 28:

"No. 19. Bark *Cora*, 431 tons, Latham, from New York. Cleared by master. Owned at Havana. Vessel detained and discharged. Allowed to sail under bonds. Fitted out by a mongrel Spaniard."

The *Cora* was detained under examination at this port from May 19th, 1860, until she was allowed to sail on the 27th of June following. Her second clearance was granted, as had been the custom in previous cases where vessels were bonded. The collector, however, as in the case of the barks *Kate* and *Weather Gauge*, has since refused second clearances where vessels are strongly suspected of engaging in the slave trade.

The *Cora* was bonded in the sum of \$22,128 on the 23d of June, 1860. The bondsmen are Charles Newman, of Brooklyn, and Robert Griffiths.—*Correspondence of the Boston Daily Advertiser*.

On Saturday evening, the 8th ult., the *Cora* was brought into New York, as a prize, in command of Lieut. T. H. Eastman, U. S. Navy. The first, second, and third officers, named Frederick, Wilson, and

Olsen, were brought in irons as prisoners. A letter dated on board the *Constellation*, September 17th, describes the chase for this swift-sailing barque, which before her capture had thrown over everything which tended to impede her escape. Several shots were fired, but she held on her way, until the *Constellation* came very near her, and orders were given to fire a shell into her. Says the writer:

"The gun was trained, the match blown, and two seconds more and she would have had it right into her hull. But her sails came to the mast at last, and of course the firing was countermanded. We were so close that we had barely time to round to on her weather quarter and brace back. We sent two boats on board of her, and she proved the *Cora*, of which we had a full description, and for which we had been cruising about for some length of time. As she lay under our lee she looked like a picture, and no other sailing craft could have taken her, but the *Constellation* can beat any thing that is under sail. As soon as our boats reached the *Cora*, our first lieutenant, from her forecastle, hailed us that we had a 'fat prize,' and we gave three cheers. The slaver's officers and crew were taken on board and confined, and the *Cora* was declared a prize to the *Constellation*. I believe that she had neither flag nor papers on board when taken. The chase lasted four hours and a half. She had seven hundred and five slaves on board, that were shipped at Mango Grandu the night before, and had only been in the vessel twenty-four hours when taken."

In announcing the capture, the *Herald* justly condemns the abuse thrown upon the present administration, and remarks: "Yet strange to say, no four other administrations that ever held power did more, practically, to suppress the African slave trade than that of Mr. Buchanan. The activity of our squadrons, both on the African Coast and in the Gulf, for the past four years, forms a most remarkable example in the history of that service. Thousands of Africans have been captured by our cruisers off the African Coast and returned to Liberia; within the six weeks preceding the 1st of last October, three slavers, having on board 2,221 Africans, were captured by our squadron off the Coast and returned to Monrovia, and we have news now of the capture of the *Cora*, with 705 slaves on board. The service off Cuba has been still more active in preventing the landing of slaves. Within a year or so, no less than five slavers were intercepted, and their human cargoes, to the amount of nearly three thousand souls, were rescued and returned to their homes at immense expense to the Government."

On the subject of these Recaptured Africans, the *Liberia Christian Advocate* of September 12th, thus expresses its views:

#### OUR NEWLY DEVOLVED RESPONSIBILITY.

Within the few days last past, there have been precipitated upon our shores, with the suddenness of an avalanche, 2,600 natives—

mostly *Congoes*. The first intelligence, struck us into mute astonishment. We thought of the number of the same people we already had among us—and of their imperfect civilization—the masses of heathenism immediately about and on all sides of us as well as interwoven into the very texture and frame work of our civil compact, to whom we are bound in good faith by considerations inapplicable to other tribes *not* so related—we compared the number of uncivilized and semi-civilized inhabitants, with the number of Americo-Liberians, and found a great disproportion against us;—and were led to ask ourselves, what shall we, what *can* we do with such an appalling amount of heathenism, superstition, and barbarity all at once? \* \*

We were at times almost frightening ourselves in reverie upon the subject, that then even Providence had meted out to us a heritage and duty fully equal to all our resources, if not more than a match for them. But when between two and three thousands more came, without notice on the one hand, or time for preparation on the other, we were speechless. Nor yet are we ready to say much on the subject. We are of opinion, however, that it will be safer to form new settlements of these people, under the supervision of kind competent men, in sufficient numbers to carry forward every course of amelioration designed by those originating and bearing the expenses of the whole operation. There is land enough on the sea-board or in the interior for it. There are many reasons which we need not name, that bring us to the conclusion that the American Colonization Society, and every other one who would be a friend to us, ought to be careful how they cast in upon us such masses of ignorant, ferocious barbarism, with blind and degrading superstition.

Notwithstanding our doubts on the subject, the people are *here*; and we are bound by every humane, as well as christian motive, money or no money to help us, to do by these our brethren in misfortune, the best we can. The dilemma is already upon us; we must educate, enlighten, and christianize these masses, or they will in time bury us and our children in a grave as full of darkness and uncertainty of the future as that in which their fathers are fallen. We must elevate them to and with us: identify them with ourselves in such way that they in the mean time may both perceive, and in some sense appreciate, the object of our practice; or our neglect of them, and little influence over them, will manifest itself in fainter and fainter lines of christianity and civilization, till Liberia shall not be. This view of the subject stretches out before us a long, toilsome, anxious road. It is not a work that can be disposed of, or a responsibility which may be shifted, when the money comes no longer, or the clothes wear out. There is one comfort about it at least, we are *all* in it. No one can be allowed to plead exemption. Whether we would have it so or not, the influence and presence of these people, are a *power*, that will come to every family, and be felt in every pocket. We must therefore address ourselves to this work, as one devolved upon us in the inscrutable ways of Providence, intending an abundant harvest of good for us, if we do faithfully our part, but to compass our destruction if we neglect it.

CAPTURE OF THE SLAVE BRIG BONITA.—SEVEN HUNDRED AND SEVENTEEN NEGROES ON BOARD.

As briefly noticed yesterday, another slaver has been seized by our men-of-war on the African station. She is the brig *Bonita*, of New-York, and was taken off the Congo River by the U. S. steam frigate *San Jacinto*, which vessel is now in commission about seventeen months, having sailed from New York on the 26th of July, 1859. The *San Jacinto* left Kabenda, where she put in for water, on the 6th of October, and on the 10th, at 8 A. M., saw a brigantine, without colors, beating toward the north. Steam was immediately got up, extra sails put on, and a vigorous chase commenced. The stranger kept on her course gallantly, with all canvass loose. A gun from the frigate attracted the attention of those on board the *Bonita*, but was disregarded. A second shot, however, and the increasing speed of the pursuer induced the brig to heave to. Lieut. Foster, U. S. N., and Lieut. Broome, of the Marines, then put out for the brig and boarded her.

[The writer represents the slaves as a fine company, in good health, without clothing, but clean.] \* \* \* They had only been out about twenty-four hours, and were fresh from Punta de Lenha, the chief slave depot on the station, where it is said there are no less than seventeen "factories," or exchanges, in which the negroes for sale are concentrated. The captors of the prize were not a little astonished to find on board some of the crew of the *Cora*, who were put on shore at an isolated part of the coast. The *San Jacinto* kept along side the *Bonita*, towing her all night; had the slave galleys set up, and next morning sent her to Monrovia to land the 717 slaves, who are to be taken charge of by the United States government agent. The slaves, notwithstanding their number, were put on board the *Bonita* in the space of fifteen minutes. Having disposed of the prize, the *San Jacinto* stood to the south, and met the *Constellation*, the officers of each ship conveying to one another the intelligence that a "haul had been made."

The parties on board the slaver made a desperate attempt to break the *San Jacinto's* propellers, by throwing overboard furniture and other materials likely to impede progress; the cabin had been made destitute of "fittings" to accomplish this treacherous design. Plenty of rice and all sorts of provisions were on board. The *Bonita* is a splendid brigantine of about 212 tons burthen. Her ownership has not transpired. She cleared from New York on the 16th of July, with papers for St. Thomas and a market, and took forty-seven days to go to the coast; and steering direct from the last named port to Punta de Lenha, where she got the blacks.

The captain of the *Relief* yesterday reported himself to the U. S. Marshal. The officers and crew of the U. S. ships on the station were well, and their location was the same as reported on Tuesday. The *Bonita's* and *Cora's* crews volunteered to do duty on "short commens" on board the *Relief*, and behaved in the most exemplary



manner during the whole voyage, for which they received the thanks of the *Relief's* officers and men.

The slave trade is said to be becoming so dangerous a calling now on the coast that slavers are growing "small by degrees and beautifully less." Light cargoes and quick clippers are out of date, the chances of escape being so dubious that every soul a craft can carry is put on board, the speculators averring that "it's as good to be hung for an eagle as for a dollar."—*N. Y. Herald*.

From the *New York Colonization Journal* we copy the following letter:

*Monrovia, Liberia, West Africa, September 15.*

Learning that the ship *South Shore* sails for New Orleans in two days, I send a line. This letter goes by the steamer *Seth Grosvenor* to Grand Bassa, where the *S. S.* lies, and where she landed her cargo of 240 of the recaptured Africans from Key West—the remnant of 354 with which she started, 108 having died on the passage.

The *Star of the Union* started about the same time, with 381, having lost 40 in a passage of 44 days. These people have been landed at Sinou, about 130 miles south-east from Monrovia. The *Castilian* arrived at Cape Mount on the 26th ult., in 46 days, with 400.—309 of which were landed; 91 died; and the *Castilian* sails tomorrow for Calcutta. Shipped, 1135; died, 239; landed, 896.

The writer gives a particular account of the *Storm King* and of her company of more than six hundred; representing them to be under fourteen, and many not over eight, years old.

The following table shows the horrors of the Slave Trade:

<i>Recaptured Africans.</i>		From the South Shore, at	
Landed at Key West—		Bassa - - -	240
From the Wildfire - -	507	From the Star of the Union,	
" William - -	513	at Sinou - - -	343
" Bogota - -	412		
		Total,	891
Total,	1,432		
Died at Key West - -	214		
Embarked for Liberia—			
By the Castilian - -	400	Erie,	897
" South Shore - -	355	Storm King,	619
" Star of the Union -	383	Cora,	705
		Bonita,	717
Total,	1,138		
Died on the passage - -	245		
Landed in Liberia—		Total landed,	2,888
From the Castilian, at Cape		From Key West,	- - 891
Mount - - -	308	Total,	3,779

## THE BRITISH GOVERNMENT AND THE SLAVE TRADE.

BY THE REV. JOSEPH TRACY, D. D., OF BOSTON.

The late revival of the African Slave Trade, (one of the greatest evils that has ever afflicted humanity.) has aroused the attention and sympathies of the Christian world. Dr. Tracy treats upon it with his usual clearness and ability, urging upon Great Britain the duty of enforcing her treaty stipulations with Spain against it, as the most effectual means for its extinction. The civilized world is mainly indebted to England for noble endeavors against this traffic; yet, not less early, sincerely, and boldly has it been denounced by the Government and people of the United States. Highly and most honorably distinguished is the administration of Mr. Buchanan in this humane work; and the present Secretary of the Navy, and our naval officers, both on the African and Cuban coasts, have won signal honors by their prompt, determined, and successful movements for the capture of slave ships. We know not why the proposal, urged with such force of reason and warmth of enthusiasm by the late General Mercer, of Virginia, that this trade should be made piracy by the law of nations, has failed to this hour of receiving the sanction of all enlightened and christian nations. We invite the attention of all our readers to the well considered statements, facts, and arguments of Dr. Tracy. It is much to be desired that the United States and England would consider the benevolent wisdom of multiplying christian settlements of colored men on the coast of Africa, as an effectual method of suppressing the slave trade, of civilizing the people, and developing the vast agricultural and commercial resources of Africa.

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This detestable traffic, having steadily diminished for a number of years under the combined naval action of Great Britain and the United States for its repression, has suddenly revived. A single small cargo—that of the *Wanderer*—has been stealthily landed in the United States. Other importations have been reported, but none of the reports are known to be true, and some of them are known to be false. Many slave-ships have been captured near the coast of Cuba, and more are said to have landed their cargoes. The capture of three by American cruisers, and the necessity of providing for the welfare of their rescued victims, brought the subject before Congress at its last session; and a call of the House of Representatives on the President for information, to be communicated to Congress at its next session, will bring it up again. Meanwhile from many motives, some of which are political and others pecuniary, the public mind, on both sides of the Atlantic, has been industriously and skilfully misinformed

in relation to many parts of the subject; and some of the ablest, and many of the best men, both in England and the United States, have been led to assign false causes for the continuance and revival of the traffic, and to propose useless measures for its repression. There is, therefore, a special demand, just now, for reliable information; and to such an extent as the limits of this article permit, we shall attempt to give it, on unquestionable authority. Several recent official documents settle some important points conclusively. We give them entire, as they deserve this mode of diffusion and preservation for future reference.

First, we give a Circular, addressed by Lord John Russell, her Britannic Majesty's Principal Secretary of State for Foreign Affairs, to several British Ambassadors, to be communicated to the governments to which they are accredited.

[*The circular above alluded to, appeared in the Repository for October last.*]

We have a manuscript copy of this despatch, obtained from the Department of State at Washington; but for the convenience of the printer, we use a printed copy of that addressed to Lord Cooley, at Paris; substituting only "the United States Government" for "the French Government" in two places, and "General Cass" for "M. Thouvenel" in the last paragraph. With these changes they are the same, word for word. We may be sure, therefore, that this is a well considered document, and was sent, with these three variations, to several other powers.

We must notice in it, however, one chronological inaccuracy—the confounding of two treaties of different dates.

By a treaty signed at Madrid, September 23, 1817, Spain agreed to abolish the slave-trade for £400,000, as follows:

*Article I.* His Catholic Majesty engaged that the slave-trade shall be abolished throughout the entire dominions of Spain on the thirtieth day of May, 1820.

*Article III.* His (Britannic) Majesty engaged to pay, in London, on the twentieth day of February, 1818, the sum of £400,000 sterling, to such person as His Catholic Majesty shall appoint to receive the same.

*Article IV.* This payment shall be in full "for all losses which are a necessary consequence of the abolition of the said traffic."

Other articles state the mode agreed upon for the suppression; conceding the mutual right of search and capture; providing for "Courts of Mixed Commission," to adjudicate on the legality of the captures, and on other questions of the kind. (See British Statutes at Large for 1818. 58 Geo. III, chap. xxxv. preamble.)

This treaty proving ineffectual, another was made, dated June 28, 1835. See Statutes at Large, for 1836, (6 and 7 Gul. IV, chap. vi.) We copy three of its articles entire:

"*Article I* The slave trade is hereby declared, on the part of Spain, to be henceforward totally and finally abolished in all parts of the world.

"*Article II.* Her Majesty the Queen Regent of Spain, during the minority

of her daughter, Donna Isabella the Second, hereby engages that immediately after the exchange of the ratifications of the present treaty, and from time to time afterwards as may become needful, Her Majesty will take the most effectual measures for protecting the subjects of Her Catholic Majesty from being concerned, and her flag from being used in carrying on, in any way, the trade in slaves; and especially that, within two months after the said exchange, she will promulgate, throughout the dominions of Her Catholic Majesty, a penal law, inflicting a severe punishment on all those of Her Catholic Majesty's subjects who shall, under any pretext whatever, take any part whatever in the traffic in slaves.

"*Article XIII.* The negroes who are found on board of a vessel detained by a cruiser, and condemned by the Mixed Courts of Justice, in conformity with the stipulations of this treaty, shall be placed at the disposition of the Government whose cruiser has made the capture, but on the understanding that not only they shall be immediately put at liberty and kept free,—the Government to whom they have been delivered guaranteeing the same; but likewise engaging to afford, from time to time, and whenever demanded by the other high contracting parties, the fullest information as to the state and condition of such negroes, with a view to securing the due execution of the treaty in this respect."

This treaty of 1835, is referred to by Lord John Russell as still in force. That it is so regarded by Spain, and by the Spanish authorities in Cuba, is proved by the following circular of the Captain-General of that island:

"His Excellency the Captain-General has ordered the following circular, addressed to the Governors in the different districts of the island, to be published in the official *Gazette* :

"In the orders communicated by this superior civil government under dates of 30th November and 6th June last, I cautioned the civil authorities of this island to observe the strictest vigilance in order to avoid the landing of African negroes, stating that I would exact, to its fullest extent, their responsibility, as well as that of all public functionaries in whose jurisdiction the landing of negroes might take place, whenever I should be informed that they had been effected by means of neglect or abuse on the part of the said authorities or functionaries.

"Notwithstanding such plain and strict determination on my part, several lots of African negroes have been recently landed in various parts of the island, and I have been compelled to adopt such measures, which are always unpleasant, against certain functionaries, because they have not fully shown that they had used every exertion, and displayed the necessary zeal required for the exact fulfillment of their duties, and the orders and instructions from this government.

"In consequence, therefore, of the above-mentioned circumstances, and determined as I am, to prevent by every means within my power the continuation of the slave-trade, thus strictly fulfilling the treaties with other nations as well as our laws and dispositions on the subject, I again call upon you, earnestly recommending that under your own responsibility and that of all public officers immediately subordinate to your authority, you shall keep the most vigilant watch, in order to avoid any infringement of the said laws and dispositions in the jurisdiction under your charge; with the understanding that the simple fact of a cargo of Africans being landed, will be deemed sufficient cause to suspend any public functionary who may not use every exertion, and employ all the means which the laws place at his command, in order to avoid or prevent the said landing, whether it is from neglect or from any other cause, subjecting him besides to the decision of the proper tribunals, in case that his behavior or conduct should give cause to suspect his honesty in such cases.

"Your good judgment will at once cause you to understand the great importance of this subject, and as any neglect of zeal or activity would doubt-



less fall upon the honor of the government—which it is my duty to keep stainless even to the last of public functionaries—I hope that without any loss of time you will communicate to all those dependent upon your authority, the foregoing determination, and such others as your zeal and good wishes to favor the general interest in its true sense may suggest; with the understanding that I will not deviate in my course for the proper punishment of the guilty, while at the same time I will endeavor to reward the good services of those who may be worthy of it.

“I finally recommend to you that in order to fulfil properly what I have ordered, you shall avail yourself of all such legal steps as may be within your control, with the understanding that all such measures as may tend to prevent the unlawful slave-trade will be approved of by this superior civil government. May God preserve your life many years.

FRANCISCO SERRANO.”

“HAVANA, September 4, 1860.”

This, if the Captain-General is like some of his predecessors, is just a notice to the local magistrates, to pay over a larger proportion of the bribes they receive to him, and a sham to blind the eyes of the British Government. Still, it shows what the obligations of Spain are known to be. In it, Spain, speaking through his Excellency, the Captain-General of Cuba, September 4, 1860, acknowledges herself bound by these treaties, by which, and by her own laws, the importation of slaves into any part of her dominions, and the traffic in slaves anywhere by her subjects, are forbidden. The forces of both Spain and Great Britain are pledged by these treaties for the enforcement of their stipulations. Let those treaties be enforced, and there can be no importation of slaves into any of the dominions of Spain. Great Britain has the power and the right to enforce them, even by war.

Lord John Russell, in his circular, calls the attention of the leading powers of both hemispheres to the statement, which he quotes with approbation, from a message of the President of the United States of May last, that “the only portions of the civilized world where it [the slave trade] is tolerated and encouraged, are the Spanish Islands of Cuba and Puerto Rico.” This fact is certainly worthy of the attention which it solicits. It shows conclusively, that Great Britain has the destiny of this odious traffic in her own hands, and can put an end to it, whenever she chooses to enforce on Spain the observance of her treaties. It continues, because Great Britain sees fit to indulge Spain in violating her treaty obligations. She can not honorably shirk this responsibility. She has sought it industriously by negotiation for forty-three years at least, since 1817. She has paid £400,000 sterling for it. She has possessed it in full, revised and perfected, for a quarter of a century, since 1835. To her immortal honor, she has accomplished the work in many parts of the earth. She can finish it when she pleases; and needs not the assistance or assent of any other power on earth.

True, if she were going to war to enforce these treaties, it might be well to prepare other governments for that event, by calling their attention to the facts that make war a duty, so as to secure their approbation in advance. Some parts of this circular read as if written for that purpose. The Liverpool steamer of September 8, too, brought

a telegraphic announcement that "Earl Granville is *en route* for Madrid. It is reported that this mission relates to the slave-trade." This, too, indicates a disposition to insist on the fulfilment of treaties, and may be a last effort, such as should always be made, to avert the necessity of war. We should be glad to know that such is the determination of the British government; for we have no apprehension that such a war would destroy so many lives as are destroyed by the traffic which it would effectually abolish.

Other parts of the Circular, however, seem to indicate that the British government has no such intention. It proposes to buy off the sugar planters from the slave-trade, by furnishing them with cheap labor from China; a plan on which we shall venture a remark before we close. But first, it is proper to give the reply of our government to that Circular.

[*This circular was published in the Repository for October last.*]

Before remarking on this document, let us consider what, exactly, Great Britain has left for the United States to do in this matter.

In the first place, it is the duty of our Government to prevent the importation of slaves into the United States. This is done as thoroughly as any government ever executes any law. All laws are sometimes violated, and some violations escape detection. Articles of commerce, excluded from importation or charged with heavy duties, are sometimes successfully smuggled into every country. We know that broadcloths, jewelry, and other articles, are sometimes smuggled into the United States. In some cases, the smugglers are detected and punished, and the goods confiscated; and nobody doubts that there are other cases, which escape detection. In no other article bearing a large profit, probably, is there so little smuggling into the United States, as in slaves. In a single instance it has been done by a bold adventurer, taking advantage of the fact that the authorities, not thinking such audacity possible, were off their guard; and that is all, so far as is known, for many years.

This guarding of our own coasts, if Spain would observe her treaties, or Great Britain would enforce their observance, would be the whole task of the United States in respect to the slave-trade. But so long as Great Britain indulges Spain in conniving at the bribery of her officials, by which slaves can be imported into Cuba, it is the duty of our Government to restrain our own citizens, and others residing or being within our jurisdiction, from engaging in the traffic. This is the work of our navy, under the Ashburton treaty, and of the revenue officers in our several ports. It is a much more difficult work than the other, and less perfectly done, though done to a very good extent, and will be needless whenever those who can and ought to do it will close the market in Cuba and Puerto Rico. In urging us to measures of this kind, Great Britain is only urging us to assist her in using a substitute for the effectual remedy which she has acquired the right, and assumed the responsibility, of applying, but has, as yet, delayed to apply. While that delay continues, it is the duty of our Government to use such repressive measures as are legally and physically in its power.

But Great Britain is not restricted to a war with Spain as a means for suppressing the slave-trade. It would be a Herculean task to ascertain how many and what treaties she has for that purpose; but such samples as come easily under our notice will suffice to show that she can, when she pleases, prevent the exportation of slaves from Africa, as well as their importation into Cuba and Puerto Rico.

In the Reports of Parliamentary Committees for 1847-'48, vol. 22, p. 224, is a list of forty treaties made with African powers, from April, 1841, to July, 1848, for the suppression of the slave-trade. The Reports for 1852-'3, vol. 39, p. 214, give a list of twenty-three other treaties made since May, 1850. How many were made between July, 1848, and May, 1850, and how many have been made since, we do not know, though we have seen copies of some; but the territories guarded by these sixty-three, the Republic of Liberia, the possessions of European powers with which she has similar treaties, and her own possessions, cover the whole western coast, from the Great Desert to the Equator. The French slaver, so called, taken a few months since and brought into Key West, took in her cargo of slaves at Whidah, on the coast of Dahomey, in violation of one of these treaties.

In the volume last quoted, p. 201, is found a decree by the Portuguese government, of December 10, 1836, which begins thus:

"ARTICLE I. That the exportation of slaves be henceforth prohibited, both by sea and land, in the Portuguese dominions, as well to the north as to the south of the equator, from the day on which the present decree shall be published in different capitals of the said dominions.

"ARTICLE II. The importation of slaves is also strictly prohibited, under any pretext whatsoever."

It is provided, however, in Article 3, *et seq.*, that any planter removing from one of these Portuguese dominions to another, may, under certain restrictions, import slaves for his own use, not exceeding ten. This decree Portugal is bound by treaty with Great Britain to enforce. In immediate connection with the decree will be found a voluminous official correspondence, setting forth the non-fulfilment of that treaty.

This decree, interpreted according to Portuguese claims, covers all the habitable coast from the Equator, southward, to the British Cape Colony. And if there are a few chiefs on that part of the coast near the equator who do not acknowledge the Portuguese claim, Great Britain may easily make them acknowledge it, so far, at least, as this matter is concerned, without violating any body's rights.

The British Cape Colony on the south, and Natal Colony on the southeast, guard the coast to Delagoa Bay. Thence the Portuguese Mosambique territory guards it, or rather is bound to guard it, northward, to the dominions of the Sultan, or Imaum, of Muscat and Zanzibar, who claims the whole coast to the Red Sea, and with whom Great Britain has a treaty for the suppression of the slave-trade.

It is manifest that if these treaties were all enforced in good faith,

according to the professed views, claims, and intentions of the parties to them, no slaves could be exported from Africa. There would be no place where a slaver could buy a cargo. Squadrons to capture slavers on the "middle passage" would be useless, for there could be none to capture. Questions about "right of search," or of "visit," would be obsolete, for there would be no ships to which they could be applicable. Even if the United States should, as some absurdly prate, re-open the slave-trade by law, the iniquity would be perfectly abortive, for there would be no place where the Southern "fire-eater" or the apostate Yankee could make his purchases. He would be at liberty to buy, but nobody would be at liberty to sell to him. Great Britain only needs to enforce her own laws in her African possessions, and her treaties with powers in Africa, or having possessions there, to cut off every nation on earth from all participation in this traffic.

The only possible exception is in relation to some of the coast, here considered as Portuguese. There are some four or five hundred miles of coast between Benguela and the equator, including Loango and Angola, from the actual possession and control of which Portugal has gradually withdrawn, leaving the native tribes in a state of practical independence. The same may be true of small portions of the Mosambique coast. It is not understood that Portugal has ever formally relinquished her ancient claim to any of this territory, or that any European power disputes its validity. If its validity is admitted, then the Portuguese decree of December 10, 1836, and, consequently, the British treaties cover the whole of it. If otherwise, Great Britain may easily close this whole coast, by a few treaties, like the sixty-three or more that she has made farther north.

The process of making such a treaty is well understood by British negotiators; is plain, effective, and, in our judgment, justifiable. Take Gallinas, one of the most difficult cases in all Africa, for an illustration. A ship of war arrived, put down her anchors, and her commander proposed to negotiate, as he was duly empowered to do. The chiefs hesitated and delayed, hoping that the ship would leave; but were positively informed that the blockade would be continued, and every slaver coming out would be captured, till the treaty was made. When the chiefs were convinced that this would actually be done, they made the treaty, abolishing the slave trade within their dominions. In the same way, treaties may be made with every chief on the coast.

Great Britain, as we have already stated, has treaties covering the whole western coast, from the Great Desert to this old Portuguese claim. If she has stopped short at that point, it is doubtless because she recognizes that claim as valid; and then her treaty with Portugal covers that coast. But it would be in accordance with her practice in other cases, if, without denying that claim, she has made treaties with chiefs exercising a present practical sovereignty on some part of the country covered by it. We have seen no such treaties, and can not now command time for a thorough search. One fact, however, indicates their existence. In April, 1851, the British Commodore on that coast, at Loango, in an official statement to Commander A.



M. Foote, of the U. S. Brig *Perry*, said: "Factories have been broken up at Lagos, in the Congo, and at Ambriz." The natural interpretation is, that the operation of breaking up these factories was the same in all the three cases, and was recent. That at Lagos, north of the equator, we know was broken up in execution of one of those sixty-three treaties; and the inference is natural, that those in the Congo and at Ambriz were broken up in execution of treaties, either with the native chiefs or with Portugal; and in either case, the fact shows that British power can break up factories on the line of coast covered by this old Portuguese claim; and without factories, cargoes of slaves can not be collected and shipped.

We repeat, therefore, that Great Britain has the whole export trade in slaves from Africa completely in her power, and can stop it when she pleases, by preventing exportation. And in view of these facts, what shall we say of all that British clamor, about the American flag covering and protecting the slave trade? Without her indulgence, there could be no slave trade on the ocean for the American flag to cover. It is only by her indulgence to Spain, that slaves can be landed and sold. It is only by her indulgence to other powers, in Europe and in Africa, that the slaves can be bought and shipped. The American flag cannot cover the embarkation of slaves at Whidah, in violation of her treaty with Dahomey, nor their debarkation in Cuba, in violation of her treaty with Spain.

But, besides all this, the facts do not bear out this British clamor. It has been asserted that, under the treaty, a British cruiser has no right to capture an American slaver, even if found with a cargo of slaves on board. We believe that some such order was once issued by some British official to his subordinates, probably for the purpose of making American policy appear odious, and thus forcing the government of the United States to concede the "right of search;" but we have never been able to find any such stipulation in any treaty, or any such demand in any American document. No American negotiator has refused to the British government the right to visit, search, and capture any ship engaged in the slave trade, whether she has slaves on board or not. The only claim of the United States is, that if a British cruiser visits, searches, and detains an American vessel engaged in honest commerce, that detention and search shall be regarded as a wrong, and the British government shall pay the actual damages caused by it. The British government has long conceded its obligation to pay the actual damages in such cases, and has often paid them. The latest case of this kind is that of the *Jehossee*, and the latest document is the letter of Secretary Cass to the owners, informing them that the British government were ready to pay the actual damages, as soon as ascertained, and calling for proof of their amount. All that hinders any British cruiser from visiting and searching every vessel under the American flag is this liability to pay damages, if the vessel proves to be an honest one. That risk is in no case very great, and in most cases, nothing. Generally, almost universally, an American trader will gladly receive a visit from a British lieutenant, who will come on board like a gentleman, and civilly re-

quest a sight of the vessel's papers and cargo, and will readily give him all the information he asks. It is only when he comes by British authority, and makes demands, and threatens, that there are objections to his "visit." The search and detention have been so mismanaged in some cases, as to make the British government liable for damages to the amount of some thousands of dollars. In one case, eleven thousand dollars was paid without controversy, and some thousands more after controversy. But the actual damage never need be great, and commonly is nothing, or so little that nothing is said about it. British cruisers habitually disregard it, and "visit" suspected vessels freely, notwithstanding any flag they may choose to display. The slaver *Storm King*, lately captured by the *San Jacinto* and brought into Monrovia, with more than six hundred slaves on board, had been "visited" three times by a British cruiser on her outward voyage. As for the capture of vessels under the American flag, when found with slaves on board, take the late well-known case of the *Orion*, for example.

The *Orion* cleared at New York, and was seized on her outward voyage, and sent home by an American cruiser, on suspicion of being engaged in the slave trade. The evidence was found insufficient to condemn her. On her discharge, she returned to the coast. She was boarded by the U. S. steamer *Mystic*. The boarding officers found suspicious circumstances, but not enough, they thought, to secure her condemnation. The captain said he was bound to the Congo river for palm-oil, and that his crew were sick, and he needed assistance to enter the river. The *Mystic* granted the desired assistance, and then stationed herself near the mouth of the river, to watch her movements. Being ordered to Loanda to carry despatches, the *Mystic* engaged the British steamer *Pluto* to watch the *Orion*. The *Pluto*, in a few hours, steamed off out of sight. The *Orion*, supposing the coast now clear, took in nearly nine hundred slaves, and set sail. The *Pluto*, having kept out of sight just long enough for her *ruse* to operate, pursued, and in a short time overtook her, with the American flag flying, made a prize of her without ceremony, and took her to St. Helena. After escape had become evidently impossible, her American flag and papers were thrown overboard, and she appeared without nationality. According to the first accounts, this was done by the advice of the British boarding-officer, after coming on board, and before declaring her a prize. According to the statement which appears most authentic, it was done in his sight, just before he came on board. It was done, because, if she had been taken with the American flag and papers, the ship and all on board must be delivered to the American squadron, who would have landed the recaptives at Monrovia, and sent the ship, officers, and crew to the United States for trial; but if taken without nationality, the ship and cargo would be a prize to the British captors, and the officers and crew would be discharged at the first port. Slavers, in such circumstances, usually pursue the same course for the same reason. In this case, this device for escaping punishment was unsuccessful. The *Mystic*, having delivered her despatches, anticipating the result, had proceeded direct-

ly to St. Helena, arriving before the *Pluto* and her prize. When the officers of the *Orion* were discharged, the United States Consul demanded them of the authorities of St. Helena as fugitives from justice. They were arrested, delivered up, and sent to Boston for trial, convicted, and sentenced to fine and imprisonment for serving voluntarily on board of a slaver. In order to secure this conviction, it was necessary to delay the trial till the Secretary of State could obtain from the British government the attendance of two witnesses who were present at the capture. If they had been indicted for the higher crime committed in the Congo river, they might, perhaps, have escaped conviction, for want of proof of their personal participation in it. This case differs from others only in the fact, that the *Mystic* first set the *Pluto* to watch the *Orion*, and the fact that her officers, after their discharge by the British cruiser, were brought to punishment. In all other respects it was like other cases of frequent occurrence. It is not true, therefore, that the American flag actually protects slavers from capture by British cruisers.\*

But, as we have seen, if Great Britain would only enforce her rights, there would be no slave-trade on the ocean for the American or any other flag to cover. Why does she not enforce them? We are not bound to answer this question; nor can we be reasonably expected to know all the secret reasons of her policy. Doubtless her rulers honestly desire the suppression of the slave-trade, and are using, in good faith, the means which they have been induced to regard as wisest for that end. We may, however, mention several British interests which might be unfavorably affected by the use of the most effectual means.

The British government may well desire to avoid a war with Spain for the enforcement of her treaties, not only from a humane unwillingness to incur the evils of war, or to inflict them on any nation, but also because the indebtedness of Spain to British subjects is enormous, and in case of any serious calamity to Spain, and especially in

\* Mr. Robert Campbell, an intelligent colored citizen of Philadelphia, and "one of the Commissioners of the Niger Valley Exploring Party," has, since his return, published a brief statement of some of his observations. The pamphlet has come into our hands since this article was put in type. The party left Lagos, on its return, in the British Royal Mail Steamship "Athenian," April 10, and arrived at Liverpool May 12, 1860, touching at Sierra Leone and elsewhere on the way. We copy one paragraph from the last page:

"At Freetown we saw a large slaver, brought in a few days before by H. M. Steamship Triton. The officers and crew, consisting of about thirty persons, were there set at liberty, to be disposed of by the Spanish Consul as distressed seamen. They were as such, forwarded in the same ship with us to Teneriffe, the nearest Spanish port. No wonder that the slave trade should be so difficult to suppress when no punishment awaits such wretches. What scamp would fear to embark in such an enterprise if only assured that there was no personal risk; that he had only to destroy the ship's flag and papers on the approach of a cruiser, not only to shield himself and his crew from the consequences of their crime, but to receive the consideration rightly accorded to distressed honest men."



case of a war with Great Britain, the pecuniary loss of British creditors, by the depreciation of Spanish securities, would be immense. The holders of these securities have a deep interest in everything that is profitable to Spain, or to Cuba, her dependency. They form a powerful body, under temptation to desire the continuance of the slave-trade, and, with good reason, averse to the use of the last resource of nations for its suppression. They naturally think, and do much to make others think, that only milder measures should be used. Whether similar reasons exist in respect to Portugal, we are not informed; but of course war cannot be made on Portugal, while Spain, the greater offender, is left unpunished.

There is another influence. The British government very naturally looks for information and advice to the officers of its navy on the African coast; and it is very natural that some of those officers should think that course the best which is most profitable and pleasant to themselves. The sixty-three treaties, to which we have referred, show that some of them have labored in the right direction, uninfluenced by the desire of prize-money. The views of others can be given on their own authority. Lieut. Charles H. Bell, of the United States Navy, in a despatch to the Secretary of the Navy, dated July 28, 1840, wrote:

“Between Cape St Ann and Cape Palmas there are two slave stations—one at the mouth of the Gallinas river, and the other at New Cess. There were collected and confined in the barracoons, or slave-prisons of the former, five thousand slaves, and the latter fifteen thousand, waiting for an opportunity to ship them across the Atlantic.

“It is customary for the slavers to run into one of these stations in the evening, take on board three or four hundred negroes during the night, and run off with the land-breeze the next morning. If they do not meet with a cruiser after running thirty miles, they are safe until they get to the West Indies, where there is again some slight chance of capture before they have an opportunity of landing their cargoes. I therefore proposed to three of the British commanders I fell in with, to blockade these two stations, instead of cruising so far off the coast. The anchorage is good and safe, and one vessel at each station could lie in such a position as to intercept any vessel coming in. The invariable reply to this proposition was: ‘This is an unhealthy climate; we come out here to make prize-money; if a slaver is captured without her cargo, she is sent to Sierra Leone, where the expense of condemnation amounts to nearly the whole value of the vessel, which is the perquisite of those in the employment of the government at that place, and we, who have all the labor and exposure, get nothing; whereas, if we capture a vessel with slaves on board, we receive five pounds sterling ahead for each of them, without any deduction. Therefore it is not our interest to capture those vessels without their cargoes.’” (See Kennedy’s Report to the House of Representatives, February 28, 1843, p. 534.)

This statement concerning prize money is in accordance with several treaties. See especially the Conventions with France, of November 30, 1831, and March 22, 1833, in the British Statutes at Large, vol. 73, [3 and 4 Gul. IV. chap. 72.] Sec. 5, p. 664, fixes the head money at five pounds; besides which the captors have (p. 659) sixty-five per cent. of the net proceeds of the sale of the vessel; which, after deducting the expenses of condemnation and sale, is very little.

Under this system, if the *Pluto* had remained at the mouth of the

Congo, watching the *Orion*, her officers and crew would have only earned their monthly wages. By their *ruse*, tempting the *Orion* to load and set sail, they had an interesting chase after her, and gained the bounty on the slaves found on board, of more than twenty thousand dollars. Of course, the temptation is strong to encourage and facilitate the loading and sailing of slavers; for the more there are at sea, the more chances there are of making money by capturing some of them. And it is very natural that those who are governed by such motives, should give their government such information and advice as their own interest requires.

Whether any officers of the United States navy, who have similar compensation, have been governed by such motives, we do not know. No one of them, we think, has ever avowed it, nor are we aware of any reason to suspect it, beyond the mere fact that the temptation exists. If there are any such cases, we have reason to believe that they are few and carefully concealed.

We must also notice a third British interest, which gains by the continuance of the slave-trade. But first, let the reader turn back to Lord John Russell's despatch, and read again what he says of the need of laborers in the sugar colonies.

By act of Parliament, in 1824, for consolidating the laws against the slave-trade. [5 Georgii IV. chap. 113,] it is provided in sec. 22, that slaves taken from slave ships may, under Orders in Council, be bound as apprentices for seven years. [Statutes at Large, vol. 64, p. 636.] Sec. 31, p. 639, provides that such Orders in Council may be made, as shall prevent them from becoming chargeable to the colonies where they are, after the expiration of their apprenticeship. In the Conventions with France of 1831 and 1833, already quoted, the two governments "reserve to themselves, for the welfare of the slaves themselves, the right to employ them as free laborers, conformably to their respective laws." Other treaties contain similar provisions. See, for example, the treaty with the Republic of Equador, in Statutes at Large for 1848, chap. 116, p. 784.

Under these treaties and laws, the slaves taken from slave ships go, as "apprentices," to supply that awful want of labor in the sugar colonies, which Lord John Russell so forcibly describes, and which he thinks must be supplied in some way, even if it requires a combination of all civilized nations in both hemispheres to bring Chinese from the antipodes. Negro laborers are much more valuable than Chinese. Persevering and expensive attempts to procure them, by going to their homes in Africa and hiring them, have failed. They can be obtained only as they are obtained for Cuba, by the slave-trade; as they are obtained for Jamaica, by capturing slavers with slaves on board. In this way, it may be done much cheaper than the inferior article can be imported from China. And so it is, that every cargo of slaves shipped from Africa and captured by a British cruiser, is a pecuniary benefit to British sugar planters. In fact it seems evident that if the planters should fit out slave ships, with instructions to proceed to Africa, purchase cargoes, and be captured, they would get their labor cheaper than they could import it from China. The only

difficulties would be some danger of detection, and some danger that the same planters who incur the expense would not always reap the advantage. The British sugar interest is immense, and exerts an immense influence on British thought and legislation. It was not able to prevent the passage of laws for abolishing the slave-trade first, and slavery itself afterwards; but it has proved itself able to substitute apprenticeship for slavery, and the getting of cheap labor in some way, at all events, for the slave-trade. Its influence shows itself palpably in Lord John Russell's proposal, that the leading nations of Christendom shall unite in a systematic importation of cheap labor from China for everybody's use, as a means of tempting Spain to fulfil her treaties.

Other influences doubtless conspire with these; but it is evident that the interests of British holders of Spanish securities, of British naval officers, avaricious of prize money, and of British sugar planters, all acting in the same direction, must exert a powerful influence on British thought and action. It is no wonder that they are able, in some degree, to mislead the government in respect to the best course for the extinction of the slave-trade.

The "Coolie trade," as it is improperly called, which is proposed as a substitute for the slave trade, deserves an extended and thorough discussion by itself. Our space only allows a look at it from one point of view. It proposes to get labor done in the West Indies, on such terms, that the planters can pay the expense of finding and hiring the laborers in China, pay the expense of transporting them to the West Indies, and back again at the end of their term of service, and make money by the operation. To accomplish this, contracts must be made with men who do not know the value of labor in the West Indies, and who can be induced, by taking advantage of that ignorance, to bind themselves to work for so much less than their labor is worth, as will enable the planters to meet all those other expenses and make a profit. If during their term of service they learn how they have been cheated and show symptoms of rebellion, they must be reduced to order, and made to fulfil the contract into which they had thus fraudulently been induced to enter. It is vain to think of making such a system tolerable by regulations. It is intrinsically incapable of being honestly and humanely executed. Its whole operation is prompted by avarice, and the contracts can only be obtained by fraud and enforced by oppression. It is probable, however, that Great Britain will try it for a time, before resorting to effectual measures for the extinction of the slave trade.

And yet, we do not see why she needs to do it. If the slave trade and "Coolie" trade were both stopped, the price of labor in the West Indies would rise, and the price of sugar would rise; but Cuba would no longer be able, by working to death cargoes of newly imported Africans, to sell sugar cheaper than Jamaica could, and the British planter would be as well off, in comparison, as while both trades continue. The only enduring evil would be, that the consumers of sugar must pay an additional penny or two a pound for it.

We have said that while Great Britain indulges Spain in conniving



at the slave trade, it is the duty of our government to restrain our own citizens, and others residing or being within our jurisdiction, from engaging in it. For this last-mentioned purpose, probably some further legislation is needed; especially, to prevent members or agents of foreign houses from using our ports for some of the preliminary, but essentially important operations for a slave trading voyage, and perhaps for holding American vessels, transferred by a sham or even a real sale to foreign slave trading owners or masters, still responsible to our laws. The addition of a few small armed steamers to our African and West India squadrons might also be advisable; though the few now employed are capturing slavers so fast that the traffic can not long stand such losses. All such points, we trust, will receive the careful and efficient attention of Congress at its next session.

A word more, on a proposal, so absurd that even one word ought not to be needed; the proposal, not formally made, but suggested in some newspapers and speeches in Congress, that Africans, taken from slave-ships, instead of being sent to Africa, should be retained in this country and civilized. The precise mode of civilizing them, we believe, has not yet been even suggested. If they are to be civilized by an apprenticeship, somewhat like the British, where shall it be done? In the slave-holding States, such a class of "free negroes" would be thought inconvenient. None of those States, we suppose, have, or would enact, laws for the government and protection of such "apprentices;" and the Federal Government has no constitutional power to make laws for their government within the jurisdiction of any State. And what should be done with them at the end of their apprenticeship? Must they be sold as vagabonds? In the non-slave-holding States, no body would consent to have such "apprentices." See, on this subject, the letter of Mr. Adams, Secretary of State, to Messrs. Gallatin and Rush, of Nov. 2, 1818, in Kennedy's Report, p. 273, and of Mr. Rush to Lord Castlereagh, Dec. 21, 1818, p. 275. Shall they be kept in the United States, to be civilized, as slaves? Any arrangement of this kind would be a virtual opening of the slave trade by the authority of the United States. Slave ships might be sent to Africa, purchase and ship their cargoes, (if Great Britain continues to permit such things to be done there,) bring them into our ports, and pass them through cheap forms of seizure and condemnation into the hands of planters who want them; as was habitually done at Darien, Ga., and other ports, from 1808 to 1819. See Report of Secretary of the Treasury to the House of Representatives, Jan. 11, 1820, with enclosures, in Kennedy's Report, pp. 249-258. See also, Kennedy, pp. 229-246.

The experience of our Government from the law prohibiting the importation of slaves after January 1, 1808, to the Act of March 3, 1819, conclusively proved that, in order to suppress the slave-trade between our own ports and the coast of Africa, the re-captured slaves must not be allowed to pass under the jurisdiction of any of the States, but must be retained in the custody of the United States Government, till sent out of the country; and for this reason arrangements were made for returning them to Africa. For this reason, the

Act of March 3, 1819, was passed, and the agency in Africa for re-captured Africans was established.

For many years, Great Britain pursued the same policy, settling her re-captives, first at Sierra Leone, and afterward at Bathurst, at the mouth of the Gambia, and on Macarthy's Island, far up that river. If she would resume that policy, she would be obliged to plant other settlements on other parts of the coast; and each settlement would make the exportation of slaves impossible in its vicinity. She has abundant materials for commencing such settlements, and preparing them for the reception of re-captured slaves. She has nearly, if not quite, a million of acclimated subjects of African descent. On the Gambia, in Sierra Leone, and on the gold and slave coasts, all in tropical Africa, she must have very nearly a hundred thousand, native to the climate. In the West Indies, her emancipated slaves are eight hundred thousand; and among her black and colored population there, are men of good character and education, who are anxious to plant new British colonies in Africa, for the purpose, among others, of aiding in the extinction of the slave trade; of which desire the British Government has had official information for ten or twelve years. And even without planting colonies, she might station such men, as traders, or as consuls, or consular agents, all along the coast, as is done at Lagos, so that not a cargo of slaves could be collected without their knowing it in season to inform a British cruiser. So entirely has Great Britain the means of suppressing the slave trade. And the possession of the means, especially when obtained for that purpose, with the assent, asked and granted, of the whole civilized world, imposes the obligation.

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### THE SLAVE TRADE.

The following paragraphs, by Chief Justice Fitzpatrick, confirm strongly the views of the colonizationists as to the slave-trade. The most efficacious means will be found in colonies and legitimate commerce.

"I was engaged from 1847 to 1854 in the administration of justice on the West Coast of Africa, and having had constant and intimate relations with the people of the country during that period, I am able to speak with some authority, both as to the character of the people and the influence of the British settlements on the coast. As to the former, I found them a docile, grateful, and justice-loving people; and I should be very unmindful of many acts of kindness received from them if I were not always ready to acknowledge their good qualities. I had of necessity many obnoxious duties to discharge, but notwithstanding this I traveled constantly night and day unarmed through the country, and I was not once insulted or molested by the people.

As to the comparative merits of the British Squadron and the British settlements along the coast, my experience would lead me to agree in a great measure with the writer of the extract from *The West*



*African Herald.* I think the settlements the more efficacious instruments as well for the prevention of the slave-trade as for the fostering of legitimate commerce and civilization. I don't think out of the entire expenditure of Great Britain there is a single item which produces such an abundant return in the prevention of cruelty and inhumanity, and the maintenance of peace, as the trifling sum which is annually voted for her Majesty's settlements on the Gold Coast. I may give one instance of their good effect in connection with the barbarous practice of offering human sacrifices on the celebration of 'Customs' in honor of the dead. In the year of 1849 I administered the government of these settlements, and in that year a celebrated African chief sent his chief interpreter to me with the present of a leopard's skin, and a message to the effect that he was dying—that since he became a friend of the English he liked their justice, that he was anxious that his people should continue to obey the Queen of England and her laws, and that he had given a solemn injunction to his heir to have no human sacrifices offered on his grave. It was only a few years before that this same chief sacrificed 400 persons on the grave of his own mother. On this occasion, however, his heir faithfully obeyed his dying injunction.

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### THE WAY TO LIGHT.

The spirit of grace and charity, of justice, of brotherly kindness and universal benevolence, is the only security of our nation. Let every one implore this spirit for himself. Let him say to his neighbor, "Come, let us return to the Lord, and He will have mercy upon us, and to our God, and He will abundantly pardon." Selfishness is ever a disturbing force in society. Mutual hatred buries us in darkness. Let us meditate on the words of the Apostle John: "He that saith he is in the light and hateth his brother, is in darkness, even until now. He that loveth his brother abideth in the light, and there is none occasion of stumbling in him; but he that hateth his brother is in darkness, and walketh in darkness, and knoweth not whither he goeth, because that darkness hath blinded his eyes." "What is more wanted," says a venerable Christian minister, "than Union-saving mass meetings, than eloquent speeches, than the wisest human counsels, than anything, than everything else, is prayer—humble, effectual, fervent prayer. As David in his extremity said of the sword of Goliath, 'there is none like it,' so there is no weapon, no defense, like that which enlists infinite wisdom and almighty strength." Let us, then, offer daily united, fervent prayer for all in authority, and for all the inhabitants of our country, that the spirit of grace, wisdom, love, and peace may abide with them forever.

## MISSIONARY INTELLIGENCE.

Bishop Payne on his return from Africa, takes a survey of the wide field for Missionary labors to the East and Southeast from Grand Cape Mount, a field which he represents as almost wholly unoccupied, and he asks earnestly :

“ *Shall we not occupy it—occupy it at once ?* ”

*First.*—Here we have a healthy station, undoubtedly, on the coast, from which to radiate, and which might be a recruiting station for missionaries residing at other points along the coast.

*Second.*—Here is a most interesting, unoccupied field, extending hundreds of miles interior, among the best African tribes

*Thirdly.*—If we do not occupy it, the Mahometans will.

Let me very earnestly recommend then to the Foreign Committee—

*First.*—To invite firm friends, whose hearts may be inclined by the above statement, to subscribe to build a small mission house immediately on Cape Mount. I will promise, God willing, to have it done, if funds be provided, eighteen months hence.

*Second.*—To invite some one or more brethren, whose hearts may be touched by the above statement, to this particular field. If I might, I would delight to engage in it.

Is it asked why so interesting a field has not heretofore been brought before the Church? The reply is, that until very recently it has been closed by the slave trade. It is now open. God grant us faith to enter it ! ”

Mr. and Mrs. Messenger had established themselves at *Bohlen Station*. Mrs. Messenger writes :

“ I cannot describe the wild beauty of this country. We are right among the mountains ; we cannot look in any direction without seeing them near and at a distance. Toward the south we see Mount Gero, its summit reaching to the clouds, and thickly covered with trees and jungle. Rice farms are to be seen in every direction, appearing like so many fields of green wheat or rich meadows, while from the valleys the palm trees wave their feathery branches in the breeze.

What an Eden might the hand of civilization make of this country, that God, with ‘lavish kindness,’ has so beautifully adorned with all things lovely in nature, and where no chilling blasts come to wither or destroy.”

“ We planned an addition to the house. Mr. M. marked off the garden, a good large one, and left a man there to work. Started home on Friday about ten o’clock, and got to Cavalla Saturday about five, found all things doing well ; and although we were sorry to leave Bohlen, yet we were glad to get home. I am very well satisfied to live in the interior, and I think I shall like the people up there better than I do those here.”

The *Spirit of Missions* for September and October, has much interesting intelligence from Rev. Jacob Rambo, and other Missionaries of the Protestant Episcopal Church at Cape Palmas and its vicinity.

March 4th, Mr. Rambo writes :

“ A BLESSED DAY.—Preached at St. James’ Church, Hoffman Station. The larger part of St. Mark’s congregation crossed over the branch of the river in boats and canoes, to St. James. This is rather more than half a mile from St. Mark’s.”

“ Beside the 125 colonists there may have been 250 natives, including the Christians and scholars. The service was read in English by Rev. Mr. Crummell, and I preached. Mr. C. administered the communion to about 55 persons, half of them being native converts.

One thing was unusual ; all the heathen natives, even the children, stayed in the church and remained very quiet during the whole of the communion. All seem to take an interest, and listened attentively to an address from Mr. Crummell, before the communion.”

“They seemed impressed when they saw the colonist and native Christians go up to commune side by side. They have not been in the habit of attending St. Mark’s Church (I mean the heathen,) where the communion has generally been administered to both natives and colonists. I hope that all who attended will long remember with pleasure this day.

The monthly missionary meeting was held at night, at the school-house, at Latrobe. A very good congregation was present. The contributions were not large.”

“I am very glad to say that poor as St. Mark’s members are, they and some other persons have contributed a second time towards the enlargement of the church. Both the church and the Sunday School Missionary Society have also for some time past been contributing monthly towards the same object. I think not less than \$350 to \$400 have been raised among our people toward the church, besides the \$312 cleared by the last Fair. We expect as much from the next.

When the church is completed, this congregation can with all ease support a native teacher and evangelist at \$150 a year in a destitute tribe in the interior. I believe piety is on the increase, and the Missionary spirit becoming more apparent with some; others are cold and dead. May God pour out his spirit upon us all.”

## INTELLIGENCE.

From the Louisville Presbyterian.

### A SPECTACLE FOR ABOLITIONISTS.

Among the large throng who were present and took part in the divine service held in the grove of the Presbyterian Church last Sabbath week, were several hundred colored persons (slaves) occupying a division to themselves, provided with seats as good as the whites, well clothed—they heard the same sermon, joined in the same prayers and hymns, and partook of the same sacrament with their masters at the Lord’s Table, and cheerfully contributed their mite to send the Gospel to perishing heathens. And so it is throughout the whole southern country, the blacks are well provided with Christian privileges, having church accommodations, and hear the Gospel preached on every Sabbath equally with their masters and mistresses.—*Iredell Express*.

Another illustration of the affection existing between the master and his servants and the kindness shown to the latter, has recently come under our observation and is worthy of being published in connection with the above: “The proprietors of the Presbyterian Book Store, in this place, received an order last week from a slaveholder in an adjoining county for sixty-seven Bibles, Testaments, Hymn Books and Confessions of Faith. They were purchased for his wife who intended to present them to the servants on the plantation. Plain, large type was sought for the old, and different styles of binding were ordered to please every variety of taste. Our Southern servants are not only permitted to hear, but to read the Word of God.—*North Carolina Presbyterian*.

### DEATH OF AN AFRICAN TRAVELER.

The last post which left Zanzibar brought to Europe the sad news of the sudden death of Dr. Albrecht Roscher of Hamburg, the young and zealous traveler, whose active explorations in Central Africa during the last few months have been watched with so much interest by foreign geographers. Dr. Roscher, while busied on the banks of the great Lake Nyassa, whose eastern shore he reached about the same time that Richardson arrived at its southern extremity, with preparations for future journeys to the unknown regions towards the south and west, was attacked in the night-time by two barbarous natives of the Lake country, and killed in his bed by means of poisoned arrows. His servants, alarmed and excited by his terrible fate, took to flight and carried the melancholy tidings to Zanzibar. Their accounts were fully confirmed by a negro chief, who arrived at that place a few days later. Dr. Roscher had just

received, by the kindness of some admiring friends at Zanzibar, who were justly proud of his successful attempt to reach Nyassa, abundant supplies to enable him to proceed down the Lake. It is possible that the desire to obtain possession of this newly-arrived wealth may have prompted the murderous deed, although his last letters speak of difficulties which had arisen between him and the Lake people. A hope exists that his papers and notes, which would be of undoubted value to geographical science, may yet be recovered and transmitted to Europe.

The sultan of Zanzibar is reported to have seized the murderers and recovered the stolen goods.

Nothing is known of the adventurous Vogel's fate, from June, 1856, to the date of his death. A general desire has been manifested by his compatriots to send an expedition to Central Africa, in order to clear up the obscurity hanging about this period of his explorations. Subscriptions have been collected in several German cities, and they now amount to so large a sum that it is determined to fit out a party at once. Mr. T. Von Henglen has been selected to head the expedition. He was for seven years Austrian Consul at Khartoum on the Nile, where he acquired a familiarity with the languages and geography of northern and central Africa. He has since shown himself peculiarly fitted for the undertaking by his journeys in Abyssinia, the region of the upper Nile, the territory about the Red Sea, and the lands of the Somali. He will procure servants in Cairo and Khartoum, make the upper waters of the Nile the basis of his explorations, and will have his chief station and depot at Bengari, a post on the north African coast.

DR. LIVINGSTONE is quietly awaiting in South Africa the arrival of a new steamer sent out by the Lords of the Admiralty, to replace that worn-out boat in which he has been exploring the Zambesi and its tributaries. He has transmitted to the British Association a concise account of the valley of the Shire.

He describes the whole region as beautiful and heathy, and the soil as rich and productive. The natives are docile, and eager for trade. The river is navigable at all seasons for one hundred and fifty miles, with the exception of a space of thirty miles, where the cataracts impeded the progress of the steamer. Livingstone dwells more emphatically than ever upon the cotton-growing capabilities of this portion of Africa. He looks forward to the day when the valleys of the Shire and the Nyassa shall furnish to the looms of Manchester a quantity of the raw material as great as that now supplied by the southern states of the American Union. He affirms that one tract in the neighborhood of the Shire is especially fitted for the culture of sea-island cotton.

AFRICAN COTTON.—In seven years the increase in the export of cotton from Western Africa into the ports of Great Britain has been one thousand per cent. From 1852 to 1858, the shipments of raw cotton from Abbeokuta alone rose from 1,810 pounds to one million pounds, and the returns for 1859 from the West Coast amounted to nearly two millions of pounds. This signal development has been stimulated almost solely by the supply of cotton gins and seed, and by the purchase, at a fair market price, of all the cotton which the natives brought for sale.

From the Liberia Herald of Sept. 5.

*Particulars of the capture of the slave brig—without doubt, the Storm King, of New York—by the U. S. War Steamer San Jacinto.*—It will be borne in mind that the U. S. War Steamer San Jacinto arrived in this port on the 23d from Cadiz, (Spain,) where she had been undergoing some slight repairs of machinery, and that on the 27th she left for the south coast, to report for service to the commodore. On the 8th August the San Jacinto espied, what our reporter called a suspicious looking vessel, being about 200 miles off the mouth of Congo river.—Capt. Dornin (the same gentleman who dined with President Benson on the 26th July) of the San Jacinto, immediately gave chase, under steam; when near enough the brig (such was the rig of the vessel) she was hailed, and some one



replied in the Spanish language—Capt. D. then ordered 2d Lieut. A. H. Hughes to “low away and board,” and, in case she was any ways suspicious to give a sign by waving his handkerchief over the brig’s side. On boarding the vessel Lieut. Hughes soon found that she was a *bona fide* slaver, actually laden with slaves; he accordingly gave the required signal, followed by three hearty cheers, responded to by the San Jacinto, and, more than all, seconded from below the brig’s deck by the pent up slaves themselves.

Capt. Dornin, it appears, then visited the slave brig. Examining minutely every place by which any thing like identifying or tracing out the port of the brig’s outfit might be gotten at, (which marks, of course, were quite scarce) it was found that the brig’s chronometer had been rated in New York. There were also some other marks, all of which, together with the previous knowledge many of the officers and crew of the San Jacinto had of the famous *Storm King*, of New York, identified her beyond doubt as that vessel. On her stern also were printed the American flag and the coat of arms of the State of New York. **STRONGER PROOF STILL**—*on board the slave brig was a sailor who had formerly sailed, as a man-of-war’s man, in the San Jacinto, his then captor.*

Capt. Dornin, having taken charge of the brig, in the name of the U. S. Government, the slaves were counted—619 in number—A prize crew of 15 men, was then shipped from the San Jacinto, on board the brig—the crew and quasi passengers of the latter, 10 in number, (of whom all who were found in the cabin professed to be passengers, except a young chap calling himself the doctor) were secured by irons;—all other necessities arranged, and the brig with the slaves set sail for this port, where she arrived on the 24th ultimo, under command of Lieut. Hughes, who first boarded her, with assistant officers, Midshipmen McCook and Ewen. On the passage only three of the slaves died, a less mortality than is general on board slavers for the same length of time, owing to the fact that the time of capture could have been no more than 24 to 36 hours from their shipment by the slaver, and thus the horrible effects of the passage had not fully set in upon them.

*The Slave vessels in Harbor.*—Early the next morning after the arrival, we paid a personal visit to the slave brig, the supposed *Storm King*, in order that we might, for once, witness whatever there was to be witnessed on board of a slave ship. To our desire we got on board before anything had been altered, or any of the human cargo had been removed to the shore. Such a sight had never before met our eyes; wretchedness, and misery in the most haggard forms were before us. Imagine 617 people naked, sick and dying, crowded in the hold of a little vessel of 167 tons, or thereabouts; filth and pollution of the foulest kind spread on every side, rather on every person, old women and pregnant women, fathers and sons, little children and infant babes, all jammed, huddled or packed together, bearing more an analogy to sardines in a box than that of human beings, of immortal souls.

The *Storm King* is a fine, fleet craft of her kind, a regular New York clipper. The officer of the man-of-war, who had her in command, assured us that he had seen but few faster vessels; 12 miles an hour, said he, with not all of her usual sails set, was easy speed for her—16 miles to an hour he could get out of her without much strain. The man-of-war came upon the *Storm King* in a calm, otherwise, though the man-of-war was a steamer, she could never, said the officer in charge, “have smelt her.”

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#### AMERICAN TONNAGE DUES AND LIBERIAN VESSELS.

An American trader to our coast, writing to his agent in this city says, “I am doing all that I can to have Mr. Roye’s money refunded him, and think that I shall succeed; get from Mr. Seys an official certificate, that United States vessels do not pay any more charges in Liberian ports than Liberian vessels do.”

This merchant is quite right. However, we desire not to claim as a *favor* from the United States any thing that belongs to us of a right. According to all the principles of justice and international law; according to the just principles of *Reciprocity*:—according to that pet doctrine so often declared and of-ener pleaded by the United States, that the United States desire to treat every nation the same as that nation treats them, Liberian vessels should

have the same treatment in ports of the United States as the United States' vessels receive in Liberian ports.

#### FAIR AT CAPE PALMAS.

We learn that a FAIR has been recently held at Cape Palmas—Orphans' Asylum, Harper. The Fair was for the special benefit of this charitable institution, as we are informed.

Our neighbours at Palmas are undoubtedly ahead of us of this county in such matters; they seem to have the right view of things. How infinitely more laudable it is to have such entertainments of use and profit in every respect, than our old, sensual and material way of feasting up every cent we get, in parties, picnics, soirees, &c.—It is not the having of our parties, &c., however, that we would condemn as a whole, but it is the sameness of plan, the one grand idea of *TO EAT*, which seems to be the monarch of all our entertainments, that does not reflect so creditably upon us. Cannot we too have some of our entertainments, ever and anon, "based on some other purpose?" A soiree musical, by tickets, the proceeds of which after defraying expenses should go to some charitable institution; a fair based on somewhat the same plan; some social parties gotten up for the benefit of some needed charity, would be a redemption for our heretofore misappliances.

*The Ladies we believe were the prime movers in the Orphans' Asylum Fair—Our Ladies we are sure "won't take that."*

#### THE BARK "ERIE."

A few moments before we left the deck of the slave brig, a signal was made for a vessel off the leeward. Not long afterward a large, fine, full-rigged ship rounded the cape. No sooner than the head sails of the ship became visible from the brig's deck, a young Portuguese on board, calling himself a passenger recognized her as the vessel which he had left in the Congo river, and said: "there now they have got *her*." He was correct. The vessel was the "*Erie*," owned in New York, she was captured by the U. S. War Steamer "*Mohican*," on the same day of the capture of the *Storm King*, and came here with 897 of her slave cargo on board.

We were told, that owing to long confinement on board, the slaves of the *Erie* were in a much worse condition than the brig's. The *Erie* is over 800 tons,—larger, then, than the Caroline Stevens.

From the Liberia Herald of Sept. 19.

We are pleased to learn that the President, during his late visit to Sinoe county, last month, where he spent about ten days, visited the Sinoe falls, which are about twelve miles from Greenville, spent most of a day in company with the Superintendent of that county, and several other prominent citizens, in examining the country on both sides of the river, contiguous to the falls, with a view of having a new settlement formed in that vicinity. He represents it as a fine section of country, having fertile soil, excellent water, and parts of it possessing sufficient elevation to secure a state of health superior to that enjoyed at any of the existing settlements in that county.

He had concluded and partly arranged to have a large company of the recaptives—whose arrival from the United States was then daily expected—located on a government farm of several hundred acres, adjacent to the contemplated new settlement, to be known as a *public county industrial establishment or institution*, to be conducted on the manual labor system, where, for the terms of from seven to fourteen years, as their ages might be, according to the laws of this Republic ordaining and regulating the apprenticeship of recaptive Africans, the art of agriculture, and the several branches of mechanism, might be daily taught those wild heathens, before and after their school hours. We are sorry to say that this judicious purpose has been thus far thwarted by reason of the said recaptives having arrived, and are contemplated to be kept in Liberia,—for a time as yet unknown to this government,—under the auspices of foreign bodies, through their agents residing in this Republic.

We are gratified to know, however, that it is still the purpose of government to carry out the contemplated humane plan, not only in Sinoe, but in each of the counties of this Republic, so soon as a consistent disposition is made of them (the recaptives) by those now claiming the exercise of supervision over them,—that is, the turning them over to the government of Liberia to be under her exclusive control—provided the act which should be dictated by a sense of propriety is not delayed until too much of the first year of their residence in Liberia is spent; in which case the result will prove seriously disastrous to the unfortunate recaptives, as well as to Liberia.

We were also highly gratified to learn that Sinoe is manifestly improving.—Its improvement in advance of what it was a year ago, is stated to be not much less than 100 per cent. The Rev. Messrs. Amos, residing at present at Greenville, completed and launched, during the President's visit, a fine side-wheel boat, worked with a crank by manual labor. Her width, including side-wheels, is a little over 9 feet. She was launched from the beach upon the ocean. And though the weather was rough, and the sea boisterous, her speed was both astonishing and satisfactory to all. She was launched opposite the Hon. S. V. Mitchell's premises, and passed along parallel to the front of the town, and entered the river in quick time; which, however, was not accomplished before the *Seth Grosvenor*, just from the leeward, was unexpectedly seen rounding "Blue Barra" point, and in a few minutes was also in the river steaming up to her moorings.

These two side-wheel boats—the smallest having a band of music on board—gliding side by side, most magnificently over the surface of the placid Sinoe, with flags and signals gracefully flying, while the bank of the river was crowded with spectators of both sexes and of all ages, presented a picture that was at once grand, animating and encouraging.

That fine boat was built by the Rev. Messrs. Amos, for the purpose of facilitating transportation to and from their missionary station. They have concluded to establish their mission at Niffu—a few scores of miles to the southeast of Greenville—instead of in the vicinity of Sinoe falls, as was at first contemplated.

## LATEST FROM LIBERIA.

LETTER FROM PRESIDENT STEPHEN A. BENSON.

*Government House, Monrovia, October 31, 1860.*

REV. AND DEAR SIR:—I had the pleasure of receiving this week your favor of the 28th August, with the August No. of the *African Repository*; and I thank you for them. By the barque *Cora*—a prize to the U. S. S. *Constellation*—which landed nearly 700 Congoes here week before last, and sailed for the United States on the 18th or 19th instant, I penned you a few lines hurriedly, which I hope will have been received before this reaches you. This letter goes by the brig *Bonita*, which arrived here on the 27th instant, a prize to the U. S. S. *San Jacinto*, with about 700 more Congoes. So that we have had landed in the Republic, within about two months, nearly 4,000 wild recaptives, of whom this government will have to render an account, in the future, both in this and the other world. The officer in charge of the prize *Bonita* informed me that some three or four more prizes will very likely be brought up within the next month and a half. We are alarmed! We are affrighted! Yet we tremblingly received them in Liberia, under the firm belief that the American Colonization Society will, with characteristic justice and



benevolence, promptly accede to, and have carried out, the plan and arrangement proposed and fully set forth in my communications to you, by the *Storm King* and *President Benson*. Under the present, which has no system, and cannot have any, complaints and memorials are being constantly received by me from various sections of the Republic, from county and town meetings, respecting the damages they are daily sustaining from the depredations of those Congoes and other recaptives from Whydah. I shall continue to do what I can to quell the complaints, by informing them that I soon expect to hear from the U. States, when I hope to be able to so supervise the interest of those unfortunate people as will relieve them of the matter of which they complain. I have advised your agents to compensate reasonably any who may sustain loss by the depredations of those people, whenever there is clear proof of the fact. The dry season is now commenced; and it is now high time government had commenced settling these people in the several counties, according to the plan set forth in my communications to you, before referred to. Do relieve us without delay, according to the proposition transmitted in those documents, or Liberia will be thrown back to a position from which it will require years for her to extricate herself. In addition to humanity, nothing else tended to influence this government to allow such a number of wild savages to be landed here in our communities, before the proper understanding and provision, than the unswerving confidence this government has in the justice, benevolence, and purity of motives of the American Colonization Society—that our patrons, by whom, during so many years of anxiety and discouragement, we were fostered, would do right, by acting justly toward Liberia, so soon as the bustle of despatching those three ships was over. \* \* \* \*

Though your favor did not acknowledge the receipt of my letters by the *Stevens* and *Palmas*; the sack of coffee by the former, and the mineral specimens by the latter; yet I hope they have been safely received.

I close this sheet by stating that our public affairs are moving on as usual. Some seem to apprehend considerable scarcity of domestic provisions within a few months, owing to the great influx of recaptives; for, at this rate, by the close of December we shall have from 8,000 to 10,000 of these unfortunate, helpless people in our midst—a population within a fraction of the Americo-Liberian population. This scarcity may take place with respect to cassada, potatoes, &c., until the new crops mature next year; but such has been the abundance of rice produced this and last year, as that, with means to purchase, enough can be bought to feed 20,000. And if this government should be placed in possession of sufficient means, it can receive and properly train as many as 20,000, with our present civilized population.

I close by subscribing myself, respectfully,

Your obedient servant,

STEPHEN A. BENSON.

REV. R. R. GURLEY, *Cor. Sec. A. C. S., Washington, D. C.*



# FORTY-FOURTH ANNUAL MEETING OF THE AMERICAN COLONIZATION SOCIETY.

The forty-fourth Annual Meeting of the American Colonization Society, will be held in this city on the third Tuesday, 15th of January, 1861. The Board of Directors will meet the same day at 12 o'clock M.

## RECEIPTS OF AMERICAN COLONIZATION SOCIETY,

*From the 20th November to the 20th December, 1860.*

<b>MAINE.</b>		
<i>Wiscassett</i> —Patrick Lennox, 5th annual subscription on his life membership . . . . .	5 90	
<b>NEW HAMPSHIRE.</b>		
By Rev. F. Butler—		
<i>Portsmouth</i> —His Excellency Ichabod Goodwin, Rev. Chas. Burroughs, D. D., R. Jenness, D. R. Rogers, Peter Jeuness, Dr. D. H. Peirce, each \$5; The Misses Rogers, Mrs. N. A. Haven, Mrs. W. Williams, each \$4; Mrs. H. Ladd, the Misses Ladd, Cash, each \$3; Miss E. Walker, Cash, each \$2; H. Webster, C. E. Myers, Miss E. Thompson, each \$1—(of the above, \$30 to constitute Rev. Wm. L. Gage a life member) . . . . .	58 00	
<i>Francesstown</i> —Hon. Wm. Bixby, \$10, Rev. Charles Cutler, \$2, P. H. Bixby, P. C. Butterfield, Israel Batchelder, \$1 each . . . . .	15 00	
<i>Franklin</i> —Hon. Geo. W. Nesmith, . . . . .	2 00	
<i>Laconia</i> —Contribution in Congregation of Rev. John K. Young, D. D. . . . .	7 00	
<i>Hollis</i> —\$38; <i>E. Lempster</i> —\$1 . . . . .	39 00	
<b>VERMONT.</b>		121 00
By Rev. F. Butler—\$56.25—		
<i>St. Johnsbury</i> —Rev. Wm. W. Thayer, Hon. Moses Kittredge, \$5 each; E. Jewett, E. C. Redington, \$3 each; Rev. E. C. Cummings, T. M. Howard, E. Chamberlain, \$2 each; S. Jewett, J. C. Bingham, J. M. Warner, J. H. Colby, \$1 each . . . . .	26 00	
<i>Hartland</i> —Collection in Congregational Church . . . . .	8 25	
<i>Acuteville</i> —Rev. Moses Kimball . . . . .	1 00	
<i>Windsor</i> —C. S. Johnson . . . . .	1 00	
<i>Newbury</i> — . . . . .	20 00	
By Rev. J. Orcutt—\$62.50—		
<i>Brattleboro'</i> —N. B. Williston, \$10, Anthony Van Doorn, W. Goodhue, each \$5; Dr. Rockwell, \$3, Samuel Root, C. F. Thompson, F. H. Fessenden, E. Kirkland, each \$2; Rev. G. P. Tyler, W. P. Cune, L. G. Mead, Charles L. Mead, A. Clap, R. Tyler, A. H. Weight, Mrs. E. Greene, Mrs. T. P. Greene, each \$1 . . . . .	40 00	
<i>West Brattleboro'</i> —Sam'l Clark, Clark Jacobs, each \$5; Hiram Orcutt, \$3, E. D. Elliott, \$2, Solomon Cune, \$1.50, T. Atkins, J. Wilder, P. F. Perry, L. Clark, each \$1;		
Mrs. T. C. Gains, 50 cts., Others, \$1.50 . . . . .		22 50
		118 75
<b>MASSACHUSETTS.</b>		
<i>Newburyport</i> —Two Ladies, one \$3 and the other \$2, by Captain G. Barker . . . . .		5 00
<b>RHODE ISLAND.</b>		
By Rev. John Orcutt—\$335.78—		
<i>Providence</i> —Robert Ives \$25, Mrs. S. A. Paine, Mrs. Moses B. Ives, Mrs. A. and Daughter, Miss Julia Bullock, J. P. Ives, H. N. Slater, J. N. Mason, A. D. & J. Y. Smith, each \$10, H. A. Rogers, J. Rogers, E. W. Howard, E. P. Mason, Rufus Waterman, Mrs. Eliza Waterman, Prof. Dunn, Miss A. L. Harris, each \$5; Gilbert Congdon, \$4, Miss Mary S. Dean \$2, Rev. David Henshaw \$1, Parishioners of Rev. Cyrus H. Fay, to constitute him a life member, as follows: Earl Carpenter & Sons \$5, D. C. Anthony, A. W. Fisk, William Sheldon, R. A. Webster, each \$2; W. Handy, H. L. Webster, S. Smith, L. N. Perry, S. H. Thomas, Joshua Gray, S. B. Darling, G. W. Babcock, C. W. Randall, T. Curtis, J. A. Darling, S. S. Warren, G. E. Cleveland, R. Sanders, P. A. Munroe, B. B. Manchester, each \$1; H. G. Tucker, C. O. Ballou, each 50 cents. Perry Davis & Son, a donation in 'Pain Killer' sent to Liberia, valued at \$36 . . . . .		218 00
<i>Pawtucket</i> —Mrs. Larned Pitcher \$5, B. L. Pitcher, Mrs. F. Sayles, Robert Sherman, each \$3; Rev. Dr. Blodget, E. B. Pitcher, James Budlong, J. S. Budlong, James Davis, each \$2; J. C. Tower, A. O. Read, F. K. King, F. Pratt, W. Newell, Geo. Newell, Dr. Wheaton, Dr. Manchester, J. H. Willard, C. S. Beers, each \$1 . . . . .		34 00
<i>Slater'sville</i> —W. S. Slater . . . . .		10 00
<i>Bristol</i> —Mrs. Ruth DeWolf \$15, in part towards a life membership; Two friends \$15, Charles Sherry, Jr., W. Fales, Robert Rogers, each \$10; Mrs. Sarah Peck, Mrs. L. S. French, each \$3; J. De Wolf Perry, \$1 . . . . .		73 78
		335 78

## CONNECTICUT.

By Rev. John Orcutt—\$113.29—	
<i>Litchfield</i> —Mrs. Beach \$20, Mrs. Marsh, Wm. H. Thompson, each \$10, Miss Ogden \$5, Miss A. P. Thompson, Misses C & C. Parmelee, F. D. McNeil, each \$1 . . . . .	48 00
<i>Winsted</i> —E. Beardsley \$20, Wm. L. Gilbert, Dr. Case, each \$2; S. B. Terry, \$1 . . . . .	25 00
<i>Collinsville</i> —S. W. Collins \$10, S. P. Norton \$5, Rev. C. B. McLean, \$2, Lawrence Colton \$1, William Johnson 50 cents . . . . .	18 50
<i>Windsor</i> —Mrs. Nancy Pierson \$5, James Loomis \$3 . . . . .	8 00
<i>Kensington</i> —Collection in Congregational Church . . . . .	3 79
<i>Norwich</i> —Mrs. J. E. Huntington . . . . .	10 00
	113 29

## NEW JERSEY.

<i>New Jersey Col. Society</i> —Balance to entitle them to a Delegate in 1861 . . . . .	348 73
By Rev. J. N. Danforth—\$56.27—	
<i>Cold Spring</i> —Collection . . . . .	22 10
<i>Salem</i> —Collection . . . . .	28 17
<i>Pittsgrove</i> —In addition to \$30 returned in December No. to constitute Rev. E. P. Shields a life member . . . . .	6 00
	405 00

## PENNSYLVANIA.

By Rev. B. O. Plimpton—\$53—(his return to 20th November.)	
<i>Albion</i> —Sarah Stuntz \$5, N. C. Rogers \$2 . . . . .	7 00
<i>McKean</i> —Sarah Gallusha \$5, Elias Breacht \$5, Otis Reed \$5, S. Sattford \$5, Rev. David Vorce \$5, James Wheeler \$5, Rev. John Prosser \$5, Job Stafford \$1 . . . . .	36 00
<i>Erie</i> —Elihu Marvin . . . . .	10 00
<i>Pennsylvania Col. Society</i> —Balance to entitle them to a Delegate for 1861 . . . . .	136 40
	189 40

## DELAWARE.

By Rev. J. N. Danforth—\$101.97—	
<i>Wilmington</i> —D. N. Bates, Cash, Cash, V. Dupont, each \$10; L. P. B., \$5, Cash \$1 . . . . .	46 00
<i>Dover</i> —Individuals \$6, M. W. B. \$10, Cash, each \$5 . . . . .	26 00
<i>Smyrna</i> —W. E., and W. C. E., each \$5 . . . . .	10 00
<i>Milford</i> — . . . . .	3 17
<i>Harrington</i> — . . . . .	2 60
<i>Delaware City</i> — . . . . .	8 68
<i>New Castle</i> —Individuals . . . . .	5 52
	101 97

## MARYLAND.

By Rev. J. N. Danforth—\$5.19—	
<i>Elkton</i> —Collection . . . . .	5 19

## DISTRICT OF COLUMBIA.

<i>Washington</i> —From United States, for one month's support in Liberia of the Africans landed from the Slavers <i>Storm King</i> and <i>Erie</i> . . . . .	12,358 33
By Rev. J. N. Danforth—\$19—	
<i>Washington</i> —B. F. L. \$5, J. J. \$5 . . . . .	10 00
<i>Georgetown</i> —M. E. Church—Individuals . . . . .	9 00
Miscellaneous . . . . .	279 52
	12,656 85

## OHIO.

By Rev. B. O. Plimpton—\$63—(his return to 20th November.)	
<i>Akron</i> —Dr. S. W. Bartzler \$1, H. M. Humphrey \$2, J. S. Wilson \$2 . . . . .	5 00
<i>Atwater</i> —Hannah Hillyer \$10, Josiah Mix \$5, H. E. Mansfield \$5, Mrs. Bartholomew \$1, Mrs. Baldwin, \$1, Elizabeth Baum \$5, Z. A. Horton \$1 . . . . .	28 00
<i>Tallmadge</i> —Dr. Daniel Upson \$10, Richard Fenn \$5, James Upson, \$1, D. E. Fenn \$1, W. Fenn 50 cents, P. C. Carothers \$1 . . . . .	18 50
<i>Rootstown</i> —Lewis Chapman \$5, D. H. Lord 50 cents . . . . .	5 50
<i>Perry</i> —Mrs. French . . . . .	1 00
<i>Ashtabula</i> —J. P. Jennings . . . . .	5 00
	63 00

## ILLINOIS.

<i>Chicago</i> —Solomon Sturges—a thank-offering for his abundant prosperity the past year . . . . .	259 00
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## FOR REPOSITORY.

MAINE.— <i>Wiscassett</i> —Patrick Lennox . . . . .	1 00
NEW HAMPSHIRE.—By Rev. F. Butler, \$11. <i>Frances town</i> —Israel Batchelder, P. H. Bixby, Robert Bradford, \$1 each to Oct. '60; P. C. Butterfield \$1, to Jan. '61; Mark Morse \$1, Geo. Kingsbury, Herbert Vose, \$1 each to Nov. '61; George F. Pettee \$1, to Jan. '61.— <i>Portsmouth</i> —Dea. John Knowlton \$1, to June '61, Miss J. N. Foster \$2, to June '61 . . . . .	11 00
VERMONT.—By Rev. F. Butler, \$1, viz: <i>St. Johnsbury</i> —Jas. K. Colby, to Nov. '61, \$1.— <i>West Poultney</i> —Mrs. Phebe Ruggles, \$8 . . . . .	9 00
RHODE ISLAND.— <i>Providence</i> —Gilbert Congdon, Dr. G. S. Stevens, \$1 each . . . . .	2 00
MARYLAND.— <i>Baltimore</i> —Zebulon Waters, to Jan. '61 . . . . .	5 00
VIRGINIA.— <i>Richmond</i> —Cornelius Crew, in full, \$1.87.— <i>Hampstead</i> —Charles G. Alexander, in full, \$4 . . . . .	5 87
NORTH CAROLINA.— <i>Edenton</i> —Miss Frances L. Reullhae, to April '62, . . . . .	1 00
GEORGIA.— <i>Macon</i> —John L. Gresham, in full, \$4.— <i>Albany</i> —Rev. C. D. Mallary, \$2 . . . . .	6 00
OHIO.—By Rev. B. O. Plimpton, \$1, (return to 20th Nov.) <i>Tallmadge</i> —J. B. Sperry, 1 year, \$1. <i>Bell Brook</i> —Daniel Holmes, to 1 July '61, \$2.— <i>Jersey</i> —C. M. Putnam, in full, \$5 . . . . .	8 00
INDIANA.— <i>Rockville</i> —N. Y. Allen, to Jan. '61 . . . . .	1 00
MICHIGAN.— <i>Ypsilanti</i> —Sarah L. Whittlesey, to Jan. '62 . . . . .	2 00

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Donations . . . . .	2,011 90
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